

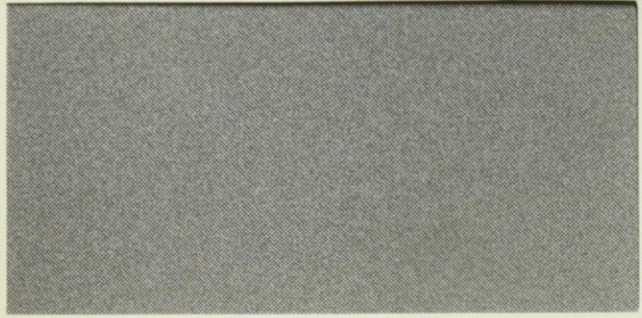
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California Highway Patrol
PERSPECTIVES '89

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SCIENCE & INDUSTRY



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From the Commissioner

**February 24, 1989:
Maury Hannigan is
sworn in as Com-
missioner of the
California Highway
Patrol. Business,
Transportation and
Housing Secretary
John Geoghegan
administers the oath
of office as the Com-
missioner's wife
Susan observes.**



Perspectives '89 takes a look at the 60th year in the life of the California Highway Patrol. It was an extraordinary year for us, not just because it was the department's 60th anniversary, but especially because for the first time in the state's history our mileage death rate -- the number of fatalities per hundred million miles of travel -- was reduced to less than 2.1, an all-time low for California.

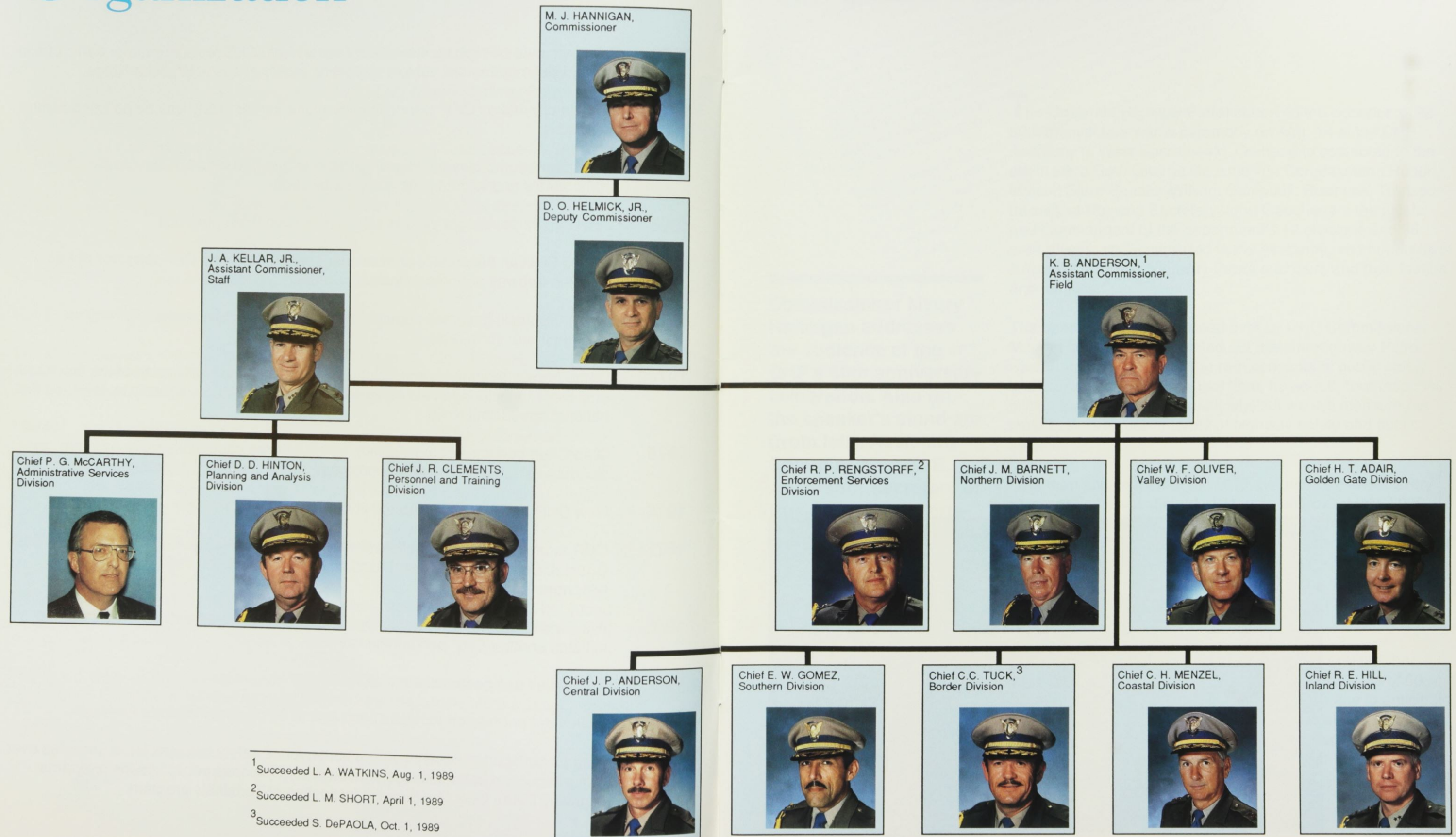
This phenomenal achievement wasn't an accident. It happened because of the collective efforts of everyone in the Highway Patrol and other traffic enforcement agencies. It happened because of the emphasis our field personnel placed on beat accountability and having officers concentrate on eliminating from their beats the primary collision factors -- driving under the influence, speeding and others -- that result in fatalities. And it happened especially because of our collective efforts to increase safety belt use -- efforts that produced a 12 percent increase in usage since late 1988. This outstanding achievement translated directly into hundreds of lives saved.

As Commissioner of the Highway Patrol, I reaffirm for every CHP employee our commitment to service and safety through programs emphasizing education, enforcement and assistance and continuous dedication to professionalism.

History

- 1929** Senate Bill 869 creates a California Division of Highway Patrol as part of the Division of Public Works (Aug. 14). The bill includes provision for 280 traffic officers, 88 cars and 225 motorcycles. Eugene Biscailuz is appointed Highway Patrol superintendent.
- 1931** The CHP becomes a full-fledged department. Ray Cato succeeds Biscailuz and becomes the first — and only — Highway Patrol head to be called chief.
- 1932** Los Angeles County joins the CHP, making it a statewide agency.
- 1934** CHP officers receive full police powers.
- 1935** The Legislature creates the California Vehicle Code.
- 1941** The maximum speed limit on rural highways is increased from 45 to 55 mph.
- 1942** Congress reduces the national speed limit to 40, then 35 mph. The Highway Patrol hires 300 new people to meet increased wartime responsibilities. A civilian CHP Auxiliary is formed to help with traffic control in emergencies.
- 1944** San Francisco and Los Angeles become CHP regional headquarters.
- 1947** The CHP separates from the Department of Motor Vehicles and becomes an autonomous department. Clifford Peterson succeeds Ray Cato and becomes the first CHP commissioner.
- 1948** Zone commands are established for the coastal, valley and southern regions. A CHP Academy opens in Sacramento at McClellan Air Force Base.
- 1953** Bernard Caldwell becomes commissioner, standardizes basic CHP procedures statewide and establishes the department's organizational foundation. CHP Auxiliary is disbanded.
- 1954** The Academy moves to Meadowview Road in Sacramento. Zenith 12000 becomes the telephone number for reporting traffic emergencies in 10 southern counties.
- 1959** Brad Crittendan becomes commissioner. During his tenure the CHP doubled in size and the state was divided into six CHP zones: I (Redding), II (Sacramento), III (San Francisco), IV (Fresno), V (Los Angeles) and VI (San Diego).
- 1960** Congress sets 65 mph as the national speed limit. CHP tests aircraft for traffic observation. First commercial vehicle inspection facility opens at Wheeler Ridge.
- 1963** Legislature makes CHP responsible for motor carrier safety and air pollution control programs.
- 1965** Legislature authorizes the Highway Patrol to hire and train 551 new traffic officers immediately and to double its numbers by 1969.
- 1966** CHP begins passenger vehicle safety inspection (PVI) program.
- 1967** Harold Sullivan becomes commissioner and oversees the CHP takeover of Los Angeles freeway patrol responsibility (1969).
- 1972** Walter Pudinski becomes commissioner, the first to have worked his way up through the uniform ranks.
- 1974** Dante Lanza becomes commissioner and presides over admission of the first Academy class to include female cadets. Congress responds to oil crisis by lowering the national speed limit to 55.
- 1975** Glen Craig becomes commissioner, introduces the community radar program, special duty vehicles and other technological innovations. PVI program terminated.
- 1976** New CHP Academy is dedicated in West Sacramento.
- 1977** CHP reorganized into eight field divisions: Northern, Valley, Golden Gate, Central, Coastal, Southern, Inland and Border. 9-1-1 becomes the statewide emergency telephone number.
- 1983** Jim Smith becomes commissioner, upgrades field offices and other facilities and initiates another CHP personnel increase.
- 1986** Safety belt use becomes mandatory.
- 1987** States get permission to raise speed limit to 65 on rural interstate freeways.
- 1989** Maury Hannigan becomes commissioner, forms safety belt task force, presides over major reduction in the mileage death rate and expands public service programs. Highway Patrol launches Biennial Inspection of Terminals program.

Organization



¹ Succeeded L. A. WATKINS, Aug. 1, 1989

² Succeeded L. M. SHORT, April 1, 1989

³ Succeeded S. DePAOLA, Oct. 1, 1989

60th Anniversary

MESSAGE FROM THE COMMISSIONER

When the California Highway Patrol was created in 1929, the proper State Traffic Officer was described as follows: "He must be patient, even where impatience would seemingly be justified. He must be courteous, even to those who may not be courteous to him. He must be kindly without sacrifice of firmness. He must be both a teacher and an officer." Flip the calendar 60 years, add "or she" in the appropriate places in recognition of the addition of women, and you have a remarkably up-to-the-minute description of today's State Traffic Officer.

The Highway Patrol has grown in the last 60 years from 280 officers to more than 8,000 uniformed and non-uniformed members. The thread that connects that original nucleus to today's CHP force, and the characteristic that continues to distinguish our approach to the job, is dedication to protect the motoring public from Oregon to Mexico, from the Pacific to Arizona and Nevada -- that has earned the California Highway Patrol recognition as one of the premier law enforcement agencies in the world.

It also imposes almost unimaginable demands upon those affected by it. Indeed, for the 166 CHP officers who have been killed in the line of duty, it has imposed the ultimate demand. As we gather here to observe the Highway Patrol's 60th birthday, it seems right to contemplate again the thoughts expressed by the director of the Department of Motor Vehicles at the time of our creation: "We fully appreciate the tremendous task of efficiently and courteously enforcing the motor vehicle laws. Our efforts will be toward the assistance of motorists, and the efficiency of our officers will be measured not by the number of arrests they make, but by the number of accidents they prevent." In the final analysis, it is the millions of California motorists who reach their destinations daily without incident who provide the most eloquent testimony to our success.

M. J. Hannigan
M. J. Hannigan



Commissioner Maury Hannigan addresses the audience at the CHP's 60th anniversary celebration. Also on the speaker's stand are (from left): Assistant Commissioner K. B. Anderson; Secretary of Business, Transportation and Housing John Geoghegan; state Sen. William Campbell; Gov. George Deukmejian; Hannigan; Deputy Commissioner D. O. Helmick; Congressman Robert Matsui; CAHP President Tom Noble; chaplain Gary Benjestorf; and Assistant Commissioner J. A. Kellar, Jr.

The California Highway Patrol observed the occasion of its 60th anniversary with a ceremony on Aug. 14 at the CHP Academy in West Sacramento. On hand to contribute to the event were Gov. George Deukmejian; Congressman Robert Matsui; State Senator William Campbell; Business, Transportation and Housing Secretary John Geoghegan; the chiefs and commanders of the department's 12 divisions and 98 area offices; cadets enrolled in the Academy; and hundreds of current and former Highway Patrol members and their friends and families.

The observation was presided over by CHP Commissioner Maury Hannigan, who pointed out that the Highway Patrol was founded in 1929 on "the twin concepts of public safety and public service." Since that time, he added, "our responsibilities have changed dramatically, but we still measure our most basic success in terms of highway safety and public service.

"The men and women of the CHP average one arrest every 11 seconds," he continued. "We write approximately 3,000 speed citations a day, arrest some 400 drivers under the influence of alcohol or drugs per day and cite 1,400 people for safety belt violations. Our officers collectively investigate nearly 600 traffic accidents a day, and along the way they also manage to provide assistance to motorists more than 1.6 million times a year.

"Today is the birthday of a very special organization," he concluded. "It is a time to look back on the highlights of 60 remarkable years, but it is even more appropriate to anticipate the achievements of the next 60. We have demanded the best over the years, and because of you — the people here today — the best is what we will continue to deliver."

Field Operations

Field Divisions

Field operations are the backbone of the Highway Patrol. From the 11 area offices in Los Angeles (with close to 100 uniformed officers per office) to the medium-sized offices like Barstow, San Luis Obispo, Oceanside, Merced, Napa, Auburn and Redding (30 to 60 officers) to the single-officer resident posts in Challenge, Death Valley, Downieville, Lee Vining, June Lake, Willets and Loyalton, "the field" is what the public

finds on patrol and on the job from Mexico to the Oregon state line and from the Pacific to the western borders of Nevada and Arizona.

The traffic officer is out there for one purpose: to serve and protect the public. This service covers a broad spectrum of activities: investigating and clearing accidents; stopping and arresting persons driving under the influence of alcohol and other impairing substances; getting breakdowns

and other obstacles off the road; answering the questions of drivers in need of directions and other assistance; writing citations for persons who violate the Vehicle Code; apprehending persons attempting to transport controlled substances.

Many field officers also represent the Highway Patrol and its priority programs in schools, civic organizations, and community service groups, because to the CHP

public service includes carrying the traffic safety message the length and breadth of the state to effect maximum protections through maximum awareness.

The department's field operations consist of: more than 5,500 traffic officers and sergeants patrolling in 2,468 cars and motorcycles; 54 pilots flying in the department's 22 helicopters and fixed-wing aircraft; 155 vehicle inspectors weighing and examining more than 9.6 million trucks and buses annually.

During a typical day the CHP's 98 Area commanders deploy 700 to 800 enforcement vehicles to patrol nearly 99,000 miles of county, state and interstate highways and roads. During maximum enforcement periods as many as 1,700 vehicles might be on the road.

In 1989 the state's 25 million licensed drivers combined with millions of out-of-state drivers to put 254 billion miles on California's roadways. In the course of the

travel, 5,200 people were killed in traffic accidents: 3,700 in vehicular crashes, 900 in pedestrian accidents, 500 in accidents involving motorcycles and 100 bicyclists. The 1989 mileage death rate — just under 2.1 deaths for every hundred million miles of travel — was the lowest in the state's history. *

Many of the field's more prominent programs and activities are presented in detail on pp. 18-46, the "Highlights" sections of *Perspectives '89*.

*These provisional accident and travel figures for 1989 must receive final verification before they can be considered official.

Life in the no-longer-fast lane. Many traffic officers spend much of their shifts responding to traffic accidents.



Enforcement Services Division

The *Commercial and Technical Services Section* oversees CHP commercial vehicle inspection programs and provides technical advice concerning vehicles and transportation issues to the department, the Legislature and other agencies. The section's Motor Carrier Unit oversees the Biennial Inspection of Terminals program and inspections of school buses, hazardous waste carriers, farm equipment and other vehicles.

The *Investigative Services Section* coordinates the state vehicle theft and staged vehicle collision programs as well as the CHP's anti-drug-trafficking efforts and supervises the three CHP Multidisciplinary Accident Investigation Teams (in Southern, Central and Valley divisions). MAIT teams investigate and report on multiple-fatality collisions and major traffic accidents involving on-duty CHP or Caltrans personnel, heavy-duty commercial vehicles and large hazardous material spills.

Air Operations administers the operations of the CHP's seven helicopters and 15 fixed-wing planes. The helicopters are used to carry out search-and-rescue operations and to transport per-

sons in need of urgent medical care to hospitals and university medical centers. The fixed-wing aircraft are used primarily for speed and other traffic enforcement efforts and in pursuit of those attempting to evade the law.

The *Commercial Records and Regulations Section* develops regulations for new laws and programs affecting the CHP. It also administers the Highway Patrol's Management Information System of Terminal Evaluation Records — MISTER — program, a computerized record-

keeping system through which the department monitors the safety records of commercial transportation operations.

The *Hazardous Materials Section* was created in 1989 to consolidate the department's oversight responsibilities for vehicles that transport hazardous materials. The section provides training and administrative and technical support to CHP field units responsible for the regulation, inspection, certification and licensing of hazardous materials transporters.



In 1989 CHP helicopters transported 448 people needing emergency medical treatment and saved 151 lives. They also participated in over 2,000 searches and rescued 48 people.

Staff Operations

Administrative Services Division

The *Legal Coordination Section* handles most legal matters pertaining to the CHP. The unit works on civil lawsuits and other legal issues and advises on statutes affecting records disclosure, liability and criminal discovery.

The *Budget Section* develops and oversees the Highway Patrol's annual statewide spending plan. The department's budget for fiscal 1989-90 (July 1, 1989-June 30, 1990) is \$542.7 million.

The *Accounting Section* keeps track of all departmental expenditures and of all the funds the Highway Patrol collects through such programs as asset forfeiture and DUI reimbursement.

The *Telecommunications Section* supports 27 CHP communications centers that coordinate patrol unit activities through radio communications and provide information to mobile units. They also help establish and maintain roadside call boxes.

Motor Transport purchases and maintains the department's motor vehicles — 2,059 patrol cars, 340 motorcycles and other vehicles.

The *Business Services Section* consists of a Purchasing Services Unit, for purchasing-related activities and records management; an Office Services Unit, to manage the library, publications and files; a Supply Services Unit, to oversee shipping, receiving and police equipment; a Cabinet Shop; and a Clerical Support Unit.

The *Facilities Section* chooses Highway Patrol area and other offices and develops and renovates CHP physical facilities.

The *Management Analysis Section* was created in 1989 to make CHP administrative units more efficient by allocating resources more effectively.

Future CHP patrol cars are stored at Motor Transport's Meadowview Road facility in Sacramento.



Personnel and Training Division

The *Highway Patrol Academy* instructs CHP cadets in accident investigation, arrest techniques, the Vehicle Code, use of firearms and physical conditioning. It also provides training for CHP employees and other law enforcement agencies. A Graphic Services Unit and a Television Unit at the Academy provide services and

assistance to CHP units in creating and producing posters, publications, public service announcements and videotapes.

The *Physical Performance Program Section* is responsible for the fitness of all CHP cadets and field officers. Physical training for cadets includes strength and

endurance conditioning to the point where they are able to perform specified activities — in full uniform, including weapons belt and protective vest — within established time frames. Other CHP uniformed personnel must pass annual departmental physical performance tests.

The CHP's *Personnel Bureau* consists of: a Personnel Services Section to handle transfers, promotions, payroll and benefits; an Employment Services Section, responsible for centrally administered exams; and a Disability and Retirement Section, to take care of disability and medical matters for CHP employees and retirees.

The hill climb. Every cadet must negotiate the 75 feet of this 30-degree hill carrying a 52.5-pound weight (25 percent of the weight of a 210-pound person) in under 45 seconds to graduate.



Planning and Analysis Division

The *Operational Planning Section* coordinates the department's emergency and disaster planning with other federal, state and local agencies; oversees sobriety checkpoint and radar activities;

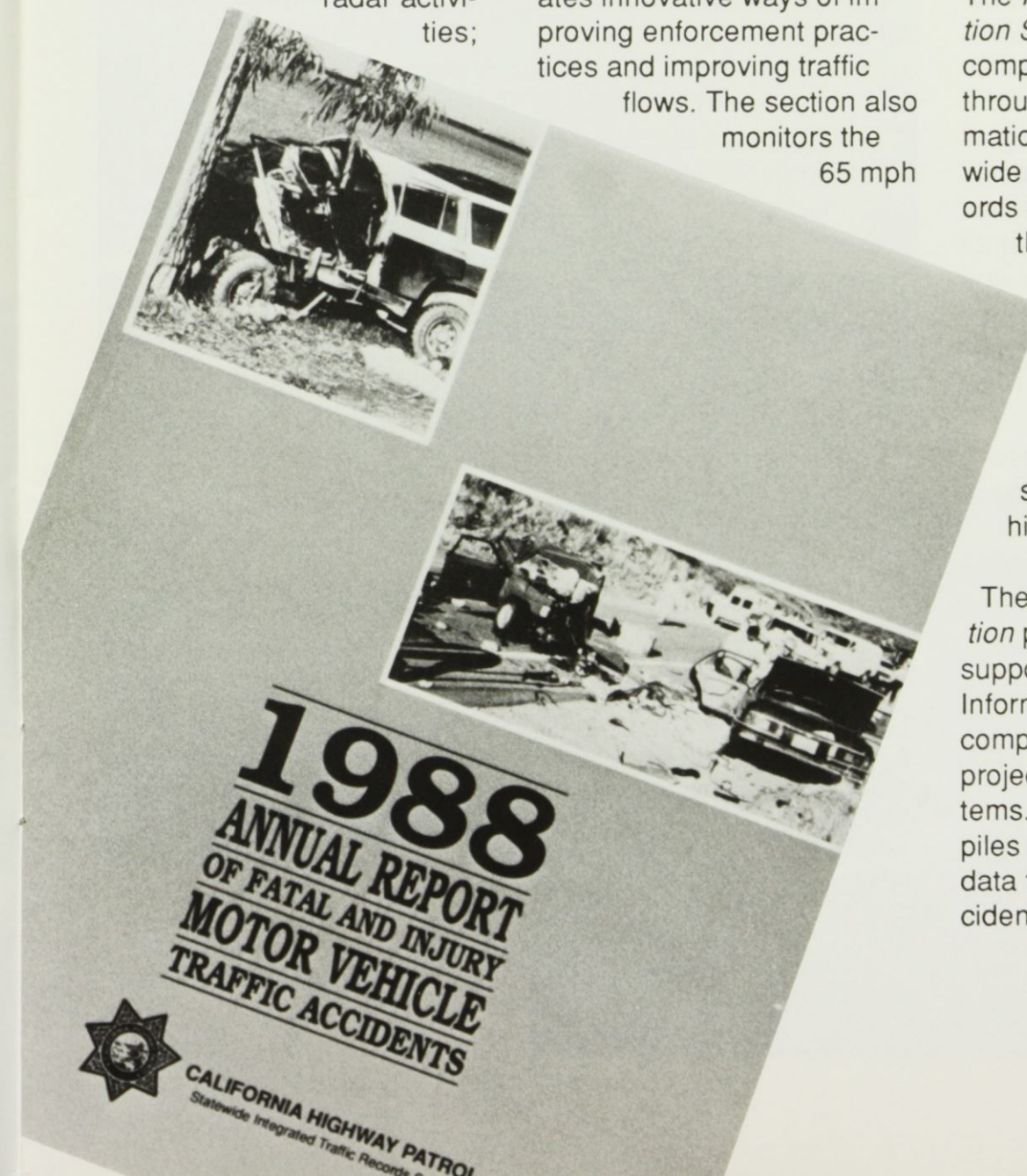
coordinates emergency medical services; and develops, implements and evaluates other special programs.

The *Long-Range Planning Section* identifies and evaluates innovative ways of improving enforcement practices and improving traffic flows. The section also monitors the 65 mph

network (see p. 26), reports on compliance with the national 55 mph speed limit and oversees the implementation of grants from state and federal agencies.

The *Management Information Section* collects and compiles traffic-related data through a Management Information System and a Statewide Integrated Traffic Records System and publishes the CHP's *Annual Report of Fatal and Injury Motor Vehicle Traffic Accidents* (the 55th annual edition, published in 1989, detailed the state's 1988 traffic history).

The *Data-Processing Section* provides service and support to the Management Information System and all computer-aided dispatch projects and computer systems. The section also compiles and reports California data for the federal Fatal Accident Reporting System.



Executive Sections

The *Office of Special Representative* represents the Highway Patrol in the Legislature. The unit coordinates the department's legislative program in accordance with policies and priorities established by the CHP in consultation with the governor and the Business, Transportation and Housing Agency. Unit personnel also provide legislators with a traffic enforcement and safety perspective to proposed traffic law changes and additions.

The *Office of Internal Affairs* investigates complaints against CHP personnel, reports the results of these investigations to the Commissioner and implements disciplinary proceedings. OIA auditors conduct internal fiscal audits of all Highway Patrol field and staff offices. The office also provides instruction to CHP personnel on ethics, internal investigations and disciplinary procedures.



The *Office of Public Affairs* promotes safe driving practices and CHP policies and activities through news releases, public service announcements, reports, videotapes, brochures, public presentations, magazine articles, letters and direct contact with the media and public. The staff prepares and distributes *Zenith 12000*, an employee newsletter, and *Perspectives*, the CHP annual report. A statewide network of 110 uniformed public affairs officers and coordinators represents the Highway Patrol locally through direct contact with

the media and local organizations.

The *Office of Employee Relations* negotiates with CHP employee organizations concerning wages, hours and working conditions. OER staff also apprises managers of significant employer-employee issues, oversees employee grievances and complaints, and represents the Highway Patrol before the state Department of Personnel Administration and the State Personnel Board.

The *Office of Equal Employment Opportunity* is charged

with administering the department's discrimination complaint process and ensuring that the composition of the CHP employee force matches as closely as possible the ethnic, gender and disabled makeup of the state's labor force. The office commander's staff includes the department's recruitment coordinator, whose statewide campaigns to recruit qualified candidates for the Highway Patrol Academy are tailored to enable the CHP to achieve parity with the state's work force as soon as possible.

Telecommunications Operator Jim Word serves motorists through his work in the Los Angeles Telecommunications Center.



H

ighlights

Safety Belts



The driver of the Cadillac Cimarron on the left survived a 1,000-foot plunge down a mountainside because he was buckled up, while the woman driving the Mustang (right) died because she didn't use her safety belt. These vehicles were the centerpiece of a safety belt news conference held at the CHP Academy Nov. 3, 1989.

In 1984, before California's safety belt law went into effect, only one vehicle occupant in four buckled up and the mileage death rate was 2.6. Five years later two occupants in three were using safety belts, and the mileage death rate (the number of deaths per hundred million miles of travel) was under 2.1, the lowest in the state's history.

The correlation between safety belt rates and mileage death rates, is, as CHP Commissioner Maury Hannigan

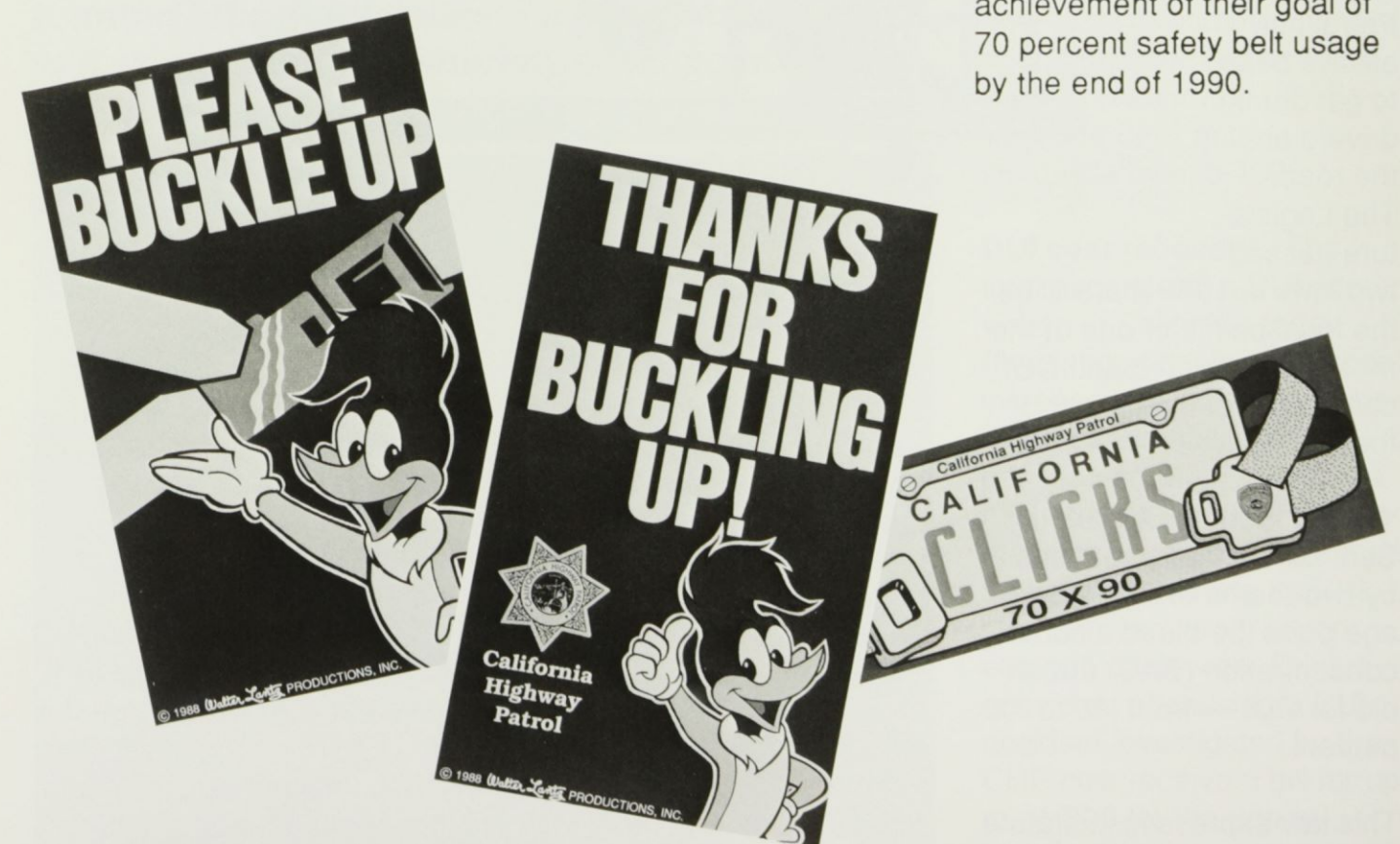
points out, no accident. The California Association of Highway Patrolmen has joined the Patrol in an effort to combine education and enforcement in the campaign for increased safety belt use.

In late 1988 the Commissioner established a 70 X 90 Task Force, with representatives from law enforcement, the media, automobile clubs, the medical community, education and traffic safety organizations, to achieve a 70 percent safety belt usage rate by the end of 1990.



The usage rate at the time the task force was formed was 54.3 percent. One year later the rate had increased to 65.9 percent -- an increase of almost 12 percent.

That increase was brought about through a combination of education and enforcement. The 70 X 90 Task Force is continuing to promote safety belts through this combination, and the result is expected to be a statewide achievement of their goal of 70 percent safety belt usage by the end of 1990.



Driving Under the Influence

New laws. Persons driving under the influence of alcohol or other drugs are involved in almost half of all fatal traffic accidents. This makes them the greatest threat to public safety on the road. A major priority of the Highway Patrol has always been to get drunk drivers off the road. The Legislature passed two laws in 1989 that will be the focal points of one of the most concentrated anti-DUI campaigns in the history of the CHP.

- **.08.** Senate Bill 408 (by Sen. Bill Leonard) reduces by two-tenths of a percentage point the blood alcohol concentration (BAC) threshold for DUI — from .10 to .08 percent.

This law expresses in statute the public's perspective that

drinking and driving is intolerable criminal behavior. The Highway Patrol is conducting

an intensive campaign in 1990 that employs a wide array of devices and tactics — including public awareness campaigns, sobriety checkpoints, admin per se procedures (see below) and preliminary alcohol screening devices — to ensure maximum compliance with this legislation.

- **Administrative per se,** authorized by Senate Bill 1623 (by Sen. Bill Lockyer) permits a law enforcement

officer to take the driver's license of a person charged with driving under the influence at the time of arrest. The violator receives a 45-day temporary permit from the officer, and when that permit expires, the driving privilege is automatically suspended for four months (unless the Department of Motor Vehicles stays the suspension), and he or she must pay a \$100 re-issue fee to have the license reinstated.

The admin per se law goes into effect on July 1, 1990.



● Sobriety checkpoints.

The primary purpose of sobriety checkpoints is to deter people from driving after drinking, but hundreds of DUI arrests have been made as a result of the checkpoint process — and it has sensitized thousands more to the folly of DUI.

Since November 1987, when the California Supreme Court upheld the constitutionality of

sobriety checkpoints (in *Ingersoll v. Palmer*), the Highway Patrol has screened hundreds of thousands of drivers at hundreds of sobriety checkpoints conducted in areas with unusually high concentrations of DUI accidents or arrests. Among the consequences of these checkpoints has been a 4 to 7 percent reduction in the number of DUI accidents in those areas in the period

following the checkpoints.

Preliminary Alcohol Screening Devices. In 1989 the CHP tested a device expected to facilitate the arrest of persons suspected of DUI. Known as a preliminary alcohol screening device (PAS), the device will be used to help an officer determine whether there is sufficient grounds for a DUI arrest. After the driver blows into it, the PAS provides a readout of his or her BAC. (A later test will establish for court purposes the person's level of impairment.) PASs will be in CHP patrol units statewide by mid-1990.

DUI cost recovery. The total expense of a DUI conviction in California today (fines, court costs, insurance increases, towing fees, attorney fees, rehabilitation expenses and other costs) is a minimum of \$2,500. In 1989 the Highway Patrol increased that cost by making its DUI cost recovery program operational statewide. Drivers convicted of causing a DUI accident investigated by the CHP now receive a bill for up to \$1,000 for the department's expenses in respond-

A traffic officer administers a field sobriety test to a woman during a sobriety checkpoint.



ing to and investigating the incident.

In 1989 the department billed 4,403 drivers for \$967,000 in costs incurred as a result of DUI accident responses.

Public awareness. The CHP's DUI public awareness activities in 1989 included two innovative collaborations — one old, one new.

The partner in the new collaboration was Major League Baseball. The target audiences were: (1) those in the stands at major league

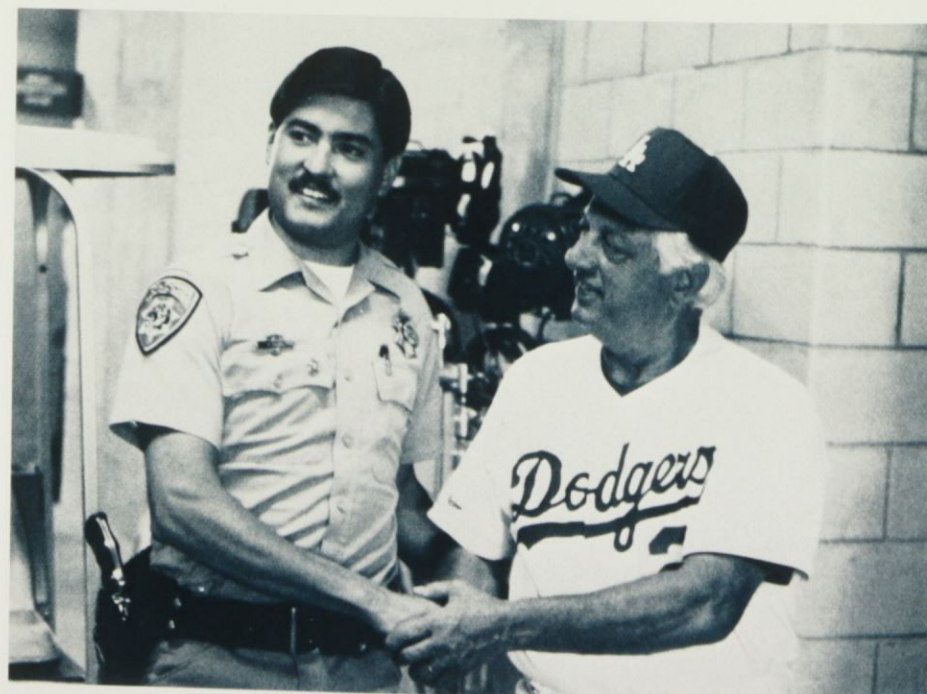
games in San Francisco, Oakland, Los Angeles, San Diego and Anaheim; and (2) the millions watching on television.

The campaign consisted of a series of public service announcements featuring players from the five California major league teams and officers from the Highway Patrol and the five city police departments. The spots were shown not only on TV but also on ballpark screens, to encourage people not to drink and drive and to sensitize fans who had to drive after the game not to con-

sume too much alcohol. Players from the five teams also participated in local Sober Graduation and Designated Driver programs.

The old collaboration, Sober Graduation, added yet another chapter to the success story that started in 1985 when the CHP first made Sober Graduation a part of high school graduation activities throughout the state. The Sober Grad PSAs developed by the Highway Patrol for 1989 featured Olympic swimmer Janet Evans of El Dorado High School in Placentia.

Newhall Area Public Affairs Officer Ralph Elvira, shown here with Dodgers manager Tommy Lasorda, was one of several CHP participants in the California TEAMwork project.



Congestion Relief

Californians lose 400,000 hours every working day stuck in traffic. The estimated drain of this lost time on the state's coffers is more than \$600 million a year; breakdowns and other congestion incidents are responsible for 25 percent of the accidents that occur during heavy freeway traffic periods.

The CHP plays a primary role in the state's efforts to loosen the grip of gridlock on commute traffic. Three innovative programs conducted by the Highway Patrol in 1989 showed exceptional promise in this effort to afford commuters relief from congestion.

Operation CLEAR. The premise behind this program is that commute traffic will flow much faster and more smoothly if mechanical breakdowns, minor accidents and the like can be removed as quickly as possible. Studies have shown that for every minute a breakdown sits in traffic, the vehicles caught in the resulting slowdown lose four minutes. A disabled car sitting on the Santa Monica Freeway for 15 minutes, for example, will add 60 minutes, on average, to the commute times of all the vehicles caught in its wake.

Operation CLEAR (Clearing Lanes Efficiently And Rap-

idly) was initially a pilot project in Southern Division and will be employed in every major urban area by mid-1990. In Los Angeles, CLEAR employs 30 specially trained officers, CHP tow trucks and a CHP helicopter during the morning and evening commute periods to respond to highway incidents as rapidly as possible on designated sections of I-405, I-10 and I-5. A CHP helicopter receives reports of freeway accidents and breakdowns from traffic watch aircraft for radio and TV stations and relays them directly to Operation CLEAR ground units. Before Operation CLEAR there was no



The Operation CLEAR helicopter observes the flow of traffic and notifies CHP ground units when the flow breaks down. Much of its information comes from media traffic-reporting aircraft.



CHP Freeway Service Specialist Reggie Cober fuels a motorist who waited too long.

communication link between ground units and these traffic watch aircraft.

During its first six months (July-December 1989), Operation CLEAR teams reduced CHP response times to an average of 6.5 minutes in the three pilot test areas. Tow truck response times have been reduced from 17.6 minutes to 9.2 minutes.

Quicker responses not only reduce how long disabled cars and minor accidents impede the traffic flow, they also allow the teams to clear more such obstacles during

any given commute period. By the end of the first six months, CLEAR officers were responding to better than 25 percent more incidents than at the beginning of the program.

Freeway Service Patrol Project. In September 1988 three CHP tow trucks and five specially trained drivers were assigned to cover a nine-mile stretch of the Santa Monica Freeway (I-10) in Los Angeles to find out what effect tow trucks dedicated exclusively to congestion relief could have on traffic flow. A portion of the nearby Harbor Freeway was moni-

tored during the test period for purposes of comparison. In 16 months the project responded to and cleared 1,725 breakdowns, accidents and other incidents, saving commuters more than 500,000 hours (in comparison with the Harbor Freeway portion) worth an estimated \$3.3 million. There were also 16 percent fewer accidents on this segment in comparison with the 16 months prior to the September 1988 start-up.

In 1990 the Highway Patrol intends to extend these practices to as many other metropolitan areas as possible.

HOV Lanes. In an effort to cut down on the number of single-occupant vehicles during commute periods, the state has decreed that certain traffic lanes on urban high-volume freeways may only be used by vehicles with at least two (in some cases three) occupants. These restricted-access lanes are called high-occupancy vehicle — HOV — lanes.

The primary appeal of a typical HOV lane is the speed at which the vehicles using them are able to travel — especially from the perspective of single-occupant vehicles stuck in stop-and-go commute traffic. Many solo drivers succumb to the temptation to use these lanes illegally.

To ensure the integrity of

HOV lanes, local CHP commanders typically assign a separate detail of traffic officers to patrol of HOV lanes exclusively. Every workday morning and evening these officers are deployed to ensure that the HOV lanes in their areas are not invaded by single-occupant vehicles. In 1989 CHP officers issued 64,395 citations for violation of the HOV lane statute.

Traffic in the HOV lane travels at a brisk pace while other vehicles creep along in a typical commute slowdown.



Speed Enforcement

Reinstatement of the 65 Speed Limit. In 1986, after 12 years of a federally mandated maximum speed limit of 55 mph, Congress empowered states to increase the speed limit to 65 mph on rural interstate freeways and interstate extensions that met requirements on population density, accident rates, traffic volume and highway design. The new speed limit went into effect on 1,157 miles of California interstate freeways on June 1, 1987. By 1989 the 65 limit was in effect on 1,304 miles of the state's rural freeways.

The volume of traffic on the 65 corridors increased roughly 32 percent during the first two full years of the higher speed limit. Average speed increased two mph, on average, in those 24 months. The number of accidents increased 22 percent, from 4,712 to 5,749.

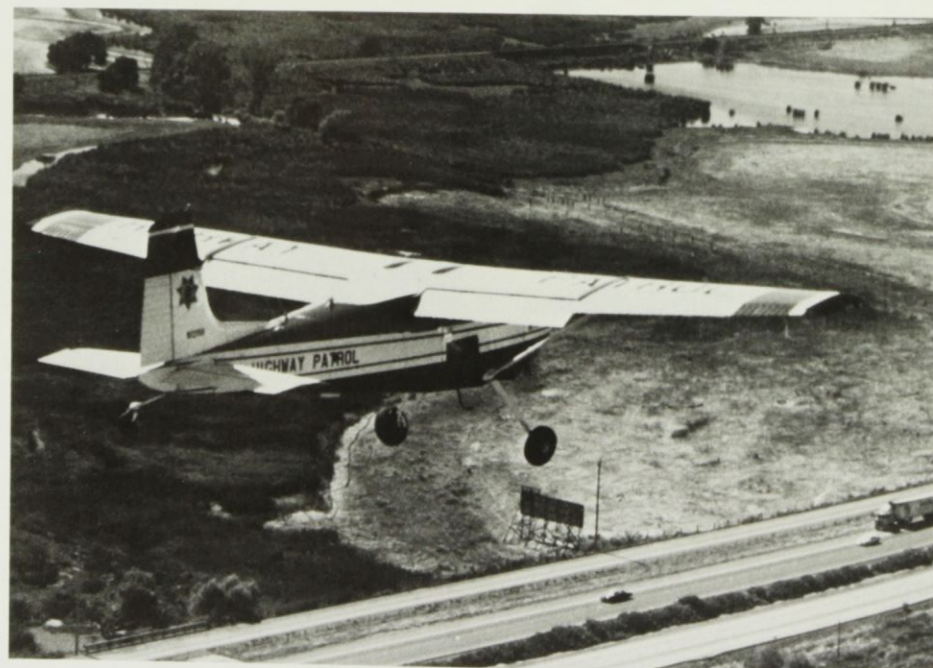
Fatal accidents increased 41 percent, from 176 to 248. Fatalities increased 25 percent, from 230 to 287. The primary collision factor (PCF) in more than 25 percent of the 248 fatal accidents was driving

under the influence. Speed was the PCF in just over 13 percent, and in most of those cases the violation was driving too fast for conditions rather than exceeding 65.

Speeding citations issued to drivers of passenger vehicles decreased 31 percent on the 65 segments during the first two years, while speeding tickets to truckers increased

51 percent (the speed limit for commercial vehicles remained at 55).

ACE. For more than 20 years the Highway Patrol has used federal funds for special speed enforcement programs. ACE, the Augmented Compliance Effort, is the latest of these federally funded CHP speed enforcement programs.



A CHP aircraft paces motorists on I-5 as part of the department's Augmented Compliance Effort.

The standard ACE enforcement procedure consists of a CHP aircraft working in tandem with patrol cars and motorcycles, but not all ACE enforcement efforts involve aircraft. The distinguishing features of ACE are (1) that the program is in force in all eight CHP field divisions; and (2) that the emphasis is as much on visibility as on citation numbers. The Highway Patrol uses local media to publicize its ACE efforts so as to maximize the public's sense that there is a substantially enhanced speed enforcement effort in areas where speeding is a recognized traffic safety problem.

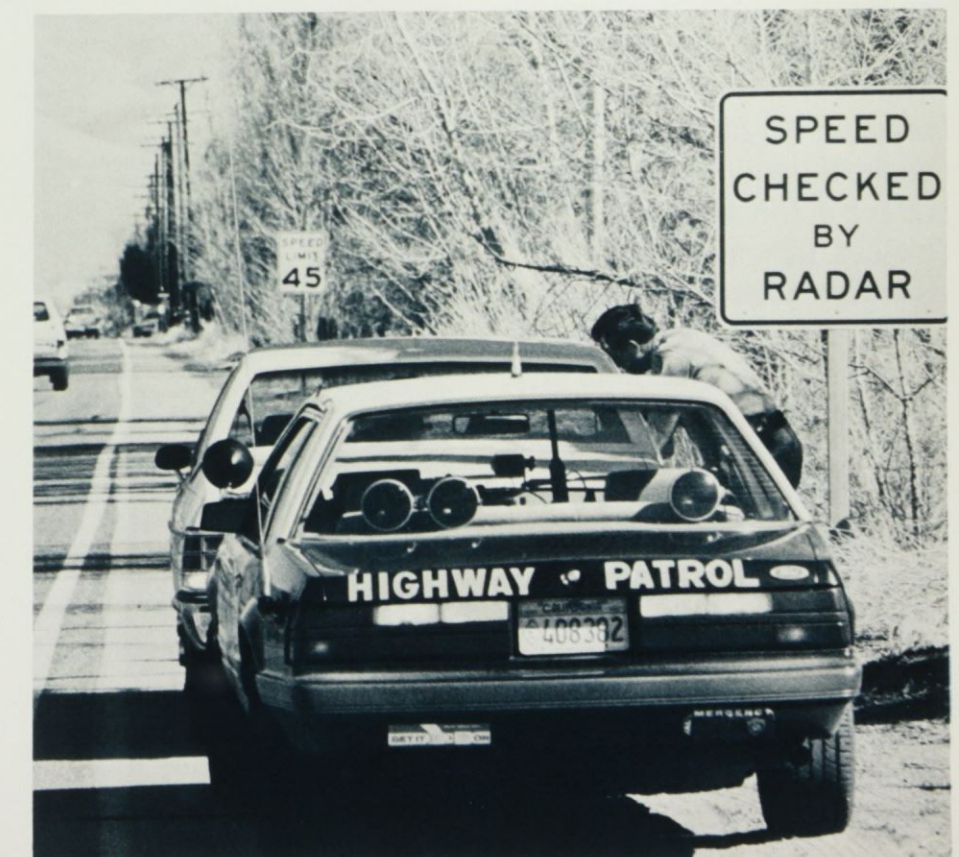
Radar. The California Highway Patrol has been using radar for speed enforcement since 1981. In 1989 CHP units patrolled with radar in 30 of the state's 58 counties.

A motorist in Inyo County has cause to regret not believing everything he reads.

Most area offices use radar on county streets and roads where the speed limit is below 55. Since 1985, however, area offices have used radar on 12 state highways where the limit is 55. The effect of radar on all these routes has been to reduce speeds and accidents.

Two of these highways — SR 126 in Ventura County and SR 74 in Orange and Riverside counties — have

been closely monitored to study the effect of radar on driving behaviors and the accident rates. On SR 126 radar has reduced the average speed from 59.8 to 57.4 miles, has reduced accidents 7 percent and has cut down the fatal accidents 29 percent in comparison with preradar figures. On SR 74 the average speed is down 4.6 mph, accidents are down 21 percent, and fatal accidents are off 67 percent.



Earthquake

On Oct. 17, 1989, at 5:04 p.m. the San Francisco Bay Area shook violently for about 15 seconds. And when it stopped, 1.4 miles of freeway in Oakland had collapsed upon itself, one end of a 50-foot section of the top deck of the San Francisco Bay Bridge was sitting on the bottom deck, fires raged in San Francisco's Marina district and much of the downtown sections of Santa Cruz and Watsonville were collapsed or too damaged to save.

The Loma Prieta earthquake reached 7.1 on the Richter scale, the fourth largest quake in the state's recorded history. Minutes after the ground stopped shaking, the CHP had established emergency operation centers in its Sacramento headquarters and Golden Gate and Coastal division offices. Personnel and equipment — including 57 traffic officers from Valley, Southern and Northern divisions; eight helicopters and fixed-wing aircraft; and 30 pilots and flight officers — were rushed into the area to assist in

emergency response efforts. CHP personnel in area and division offices in the affected region went to a watch routine of 12 hours on, 12 hours

off that in some offices lasted more than two weeks. A command post and media center were quickly established beside the collapsed

section of the I-880 freeway in Oakland to coordinate rescue efforts.

During the next fortnight the Highway Patrol:

- Assisted emergency response teams and agencies in the 10 affected counties.
- Provided information to the public and media on road closures and other topics.

- Assumed responsibility for all rescue activities at the Cypress Structure in Oakland (the final death toll: 42).
- Assisted Caltrans and other officials in developing a traffic management and commute plan for the Bay Area.
- Handled the process of identifying the victims of the I-880 collapse and accounting for and storing all vehicles affected by the collapse.
- Assumed responsibility for investigating and reporting on the traffic-accident aspects of the I-880 and Bay Bridge collapses.

The collapse of the upper deck of I-880 in Oakland during the Loma Prieta earthquake took the lives of 42 people.



Commercial Vehicles

Biennial Inspection of Terminals (BIT). In 1988 the Legislature directed the Highway Patrol to inspect every commercial terminal in the state at least once every two years. BIT inspectors are to conduct in-depth examinations of:

- Maintenance records
- Driver records (especially time-keeping records)
- Records of the motor carrier's participation in the Department of Motor Vehicles pull-notice program
- A representative sample of vehicles and equipment—their safety condition, the effectiveness of the terminal's maintenance program and the level of compliance with all relevant laws

For transporters of hazardous materials, records showing compliance with regulations for transporting hazardous materials.

The department sent program applications to more than 42,000 motor carriers statewide in the spring of 1989. The Commercial and Technical Services Section hired and trained 47 motor

vehicle inspection specialists to start the inspections in July 1989 as required by law. Initiation of the inspection phase of the program was postponed until October because of the need for revision of the original legislation, but by the end of the year the program was running on a statewide basis.

Specially Marked Patrol Vehicles. In 1989 the Legislature enacted SCR 35 (by Sen. John Seymour), which officially endorsed the Highway Patrol's Specially Marked Vehicle program and encouraged the department to resume the program as expeditiously as possible. The program was tested in 1987 to determine whether the deployment of specially marked vehicles (CHP patrol cars with a color other than black for the body—see photo on p. 48) could reduce the accident rates involving commercial vehicles.

The test program reduced the total number of truck-involved accidents in the test areas 9.3 percent in comparison with similar areas not patrolled by the specially marked vehicles. Truck-caused injury accidents were down 11.2 percent, fatal accidents 33 percent.

Other Inspection Programs. The Highway Patrol inspects trucks, buses and other commercial vehicles at inspection facilities, platform scales and tempo-

rary roadside inspection sites to protect the driving public from accidents caused by improper or inadequate equipment maintenance, unsafe or fatigued drivers, load violations and other hazards. Enforcement actions include citation, removal of a driver or vehicle from the road pending remedy and suspension or cancellation of the carrier's operating license.

The CHP maintains 13 inspection facilities and 41 platform scales at fixed locations to check loads, critical mechanical systems and driver and load records. During the first nine months of 1989 these checkpoints weighed 9,632,076 vehicles and inspected an additional 210,456 vehicles.

The department also conducts Mobile Road Enforce-



MRE officers check out trucks suspected of avoiding the CHP's inspection facilities and platform scales.

Applications for the new BIT program were sent to more than 42,000 commercial vehicle operators in California.

ment (MRE) and Motor Carrier Safety Assistance Program (MCSAP) inspections through the use of portable inspection stations on routes used by drivers trying to avoid inspection and scale sites. In the first nine months of 1989 there were 94,407 MRE and 25,906 MCSAP inspections. During that period MRE and MCSAP officers issued 127,498 citations and placed 52,379 vehicles out of service.

A commercial vehicle inspection specialist does the paperwork at a CHP inspection facility while a trucker looks on.



Drugs

Drugs today are everybody's business. The Highway Patrol participates in drug counterintervention in three areas: the interception of drug traffic on the highways, involvement in the state attorney general's Campaign Against Marijuana Planting (CAMP) and participation in local narcotic task forces.

Interception on the Highways. In 1989 CHP officers intercepted and seized large amounts of heroin, methamphetamines, marijuana and assorted other illegal drugs through more than 250 enforcement stops and arrests on the state's roadways. Many of these stops were the culmination of investigations by local narcotic task forces, but others occurred because of the officer's ability to recognize potential drug shipments, discover the illegal substance and arrest the transporters.

CHP traffic officers have benefitted from a special training program known as Operation Pipeline. The program, modeled on one developed by the federal

Drug Enforcement Administration, is designed to make traffic enforcement officers better at recognizing potential drug transporters.

Among the noteworthy drug seizures resulting from enforcement stops by CHP officers in 1989 were:

- Discovery in the Barstow Area of 1,500 pounds of

cocaine with an estimated value of \$18 million and the arrest of two suspects.

- Seizure in the Indio Area of 100 pounds of cocaine worth an estimated \$4.5 million and the arrest of three suspects.

- Interception of a mobile methamphetamine lab in El Cajon and the arrest of a suspect wanted for murder in the State of Washington.



A suspicious CHP officer discovered 24 lbs. of cocaine in the tailgate of this 1977 Ford Ranchero. Another 61 lbs. was hidden in the space behind the taillights, bringing the total cargo to 85 lbs.--worth \$3 million. The driver had been stopped for speeding.

CAMP. The state launched CAMP in 1983, after it was discovered that clandestine marijuana cultivation in remote regions of the state had become a multimillion-dollar business. In seven years CAMP teams have located and destroyed more than \$2 billion worth of marijuana, much of it grown on national forest property and other public lands.

The campaign consists of sorties by teams of law enforcement officers from numerous agencies. The teams are transported to the sites of suspected marijuana patches to cut down and transport the plants to a safe burning site — usually by helicopter. Highway Patrol officers were in charge of two CAMP teams in 1989 and participants in two others. The CHP also assisted with scene management when the marijuana was near a road or populated area.

Other involvements. In 1989 CHP officers participated in many narcotic task forces created to improve communication and coordi-



A CAMP raiding team, including CHP Traffic Officers Larry Edwards (far left) and Eric Skidmore (far right) raise the state flag to celebrate yet another marijuana cache nipped in the bud.

nation of anti-drug activities among local law enforcement and criminal justice agencies. Undercover Highway Patrol officers made numerous drug arrests and seizures in 1989, including the following:

- Taft resident post officers worked with U.S. customs authorities to seize an airplane carrying 1,000 pounds of cocaine and arrest three suspects after the aircraft

landed in the Cuyama Valley.

- Ontario Area officers working with DEA agents intercepted \$6 million worth of cocaine (880 pounds) and arrested one suspect.
- Riverside officers helped the FBI make a felony stop, seize 1,100 pounds of cocaine worth \$7.5 million and arrest two suspects.
- Officers assigned to the Ventura County Narcotics Task Force arrested a sus-

pected drug courier transporting 277 pounds of cocaine worth an estimated \$13 million.

- Officers working with the Orange County Drug Task Force stopped a Peterbilt tractor-trailer carrying more than 600 pounds of cocaine worth \$4.5 million.
- CHP officers in Willows participated in an operation by the Glenn County Narcotics Task Force that resulted in the arrest of 50 persons suspected of drug dealing.
- Barstow CHP officers stopped a motor home pursuant to an investigation by the Orange County Drug

Task Force and seized more than 1,500 pounds of cocaine valued at \$42 million.

Ebbo. The CHP deployed its first drug-detection canine member — Ebbo, a specially trained German Shephard -- in 1987. In 1988 he scored his biggest bust to date — a \$42 million shipment of cocaine hidden in the false bottom of a pickup bed whose driver had been stopped for speeding on I-15.

In Ebbo's three years with the Highway Patrol he has averaged 20 "hits" a month and facilitated the seizure of

Highway Patrol canine Ebbo sniffs out the trunk of a Mercedes for signs of contraband.



\$54 million in drugs and the arrest of 277 drug suspects. The department has arranged for the purchase and training of two additional drug-detecting canines for deployment in 1990.

Asset Forfeiture. The asset forfeiture program enables the agency responsible for the arrest of a suspected drug dealer to receive a portion of the dealer's financial and material assets after successful completion of the prosecution. The CHP uses these funds for public awareness campaigns, weapons, drug-detecting canines, field overtime, and special equipment studies and acquisitions.

Since 1986, when the CHP became a participant in the asset forfeiture program, the department has received almost \$3 million in asset forfeiture funds. In 1989 CHP officers participated in 437 asset forfeiture cases involving more than \$20 million in seized assets. These cases are expected to generate millions more for future use.

Cocaine seizures of hundreds of pounds, such as this one in Southern California, are becoming increasingly common.



Vehicle Theft

Vehicle theft is among the fastest-growing crimes in the state. From 1985 through 1989 the number of vehicles stolen in California has increased more than 22,000 a year, from 178,622 in 1985 to 292,081 in 1989.

As statewide coordinator of the campaign to curtail vehicle theft, the Highway Patrol provides specialized training and technical support for local law enforcement agencies and generates campaigns to increase public awareness. As a consequence of intensified statewide anti-theft efforts, the

rate of increase in vehicle thefts decreased from 15.5 percent between 1987 and 1988 to 9.2 percent between 1988 and 1989.

CHP vehicle theft specialists also spearheaded investigations resulting in the arrest of numerous vehicle theft rings. Among the arrests that occurred in 1989 were:

A joint effort with the Riverside Police Department that resulted in the arrest of 63 suspects and the recovery of \$2.1 million in stolen cars and trucks.

A Southern Division-Los

Angeles Police Department collaboration that produced 26 arrests and the breakup of a stolen vehicle-stolen parts fencing operation.

An operation involving Southern Division and several police departments that recovered 70 stolen vehicles and arrested 34 suspects.

Valley Division initiated a Sacramento County Vehicle Theft Task Force consisting of representatives from the CHP, Department of Motor Vehicles, state Department of Justice, Sacramento Sheriff's Office, and the Sacramento and other police departments. This first-of-its-kind task force was formed to counter Sacramento County's 37 percent increase in vehicle theft in 1989.



Thieves use chop shops, such as this one in Redlands, to dismantle stolen vehicles in order to sell the parts separately.

Motorcyclist Safety

Motorcycles constitute only 3 percent of California's vehicle population, yet from 1981 through 1985 motorcycle drivers and riders were victims in 17 percent of the fatal accidents and 11 percent of the injury accidents in the state. This disproportion prompted the Legislature to create a California Motorcyclist Safety Program (CMSP) to be administered by the California Highway Patrol.

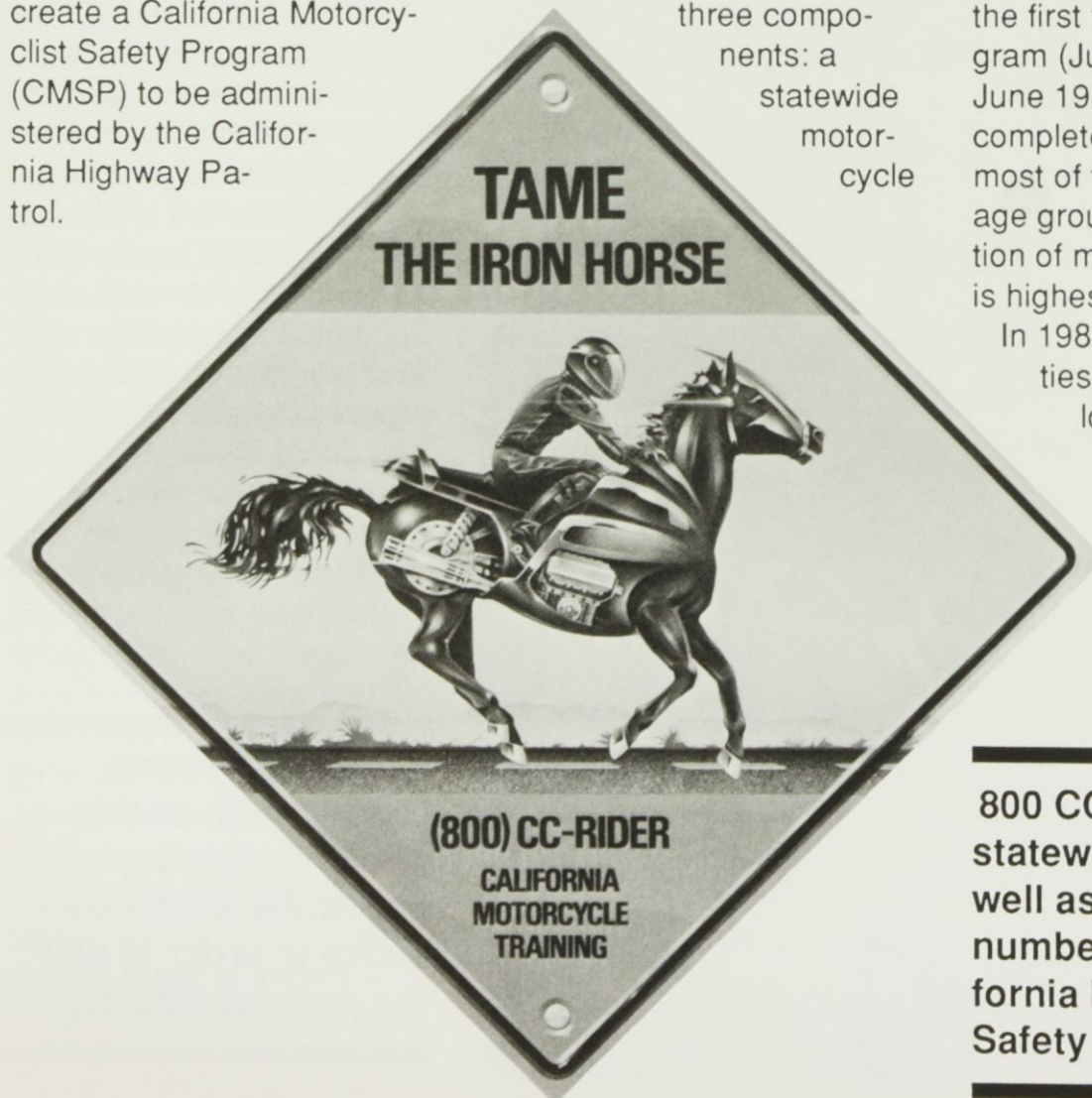
In 1988, just one year after the CMSP started operations, the Motorcycle Safety Foundation named it the outstanding state motorcycle safety program in the nation. The program received this award again in 1989.

The CMSP has three components: a statewide motorcycle

safety training network of 39 fixed and 17 mobile training sites, a motorcycle safety research program and a motorcycle safety public awareness program. Anyone under 18 who wants a motorcycle license must first complete the program's "Riding and Street Skills" course. During the first full year of the program (July 1987 through June 1988) 5,300 people completed the training — most of them in the 15-24 age group where the proportion of motorcycle accidents is highest.

In 1988 motorcycle fatalities were 29 percent lower than in 1986, the year before the beginning of the CMSP; injuries were down 25 percent.

800 CC-RIDER, the statewide logo -- as well as the telephone number -- of the California Motorcyclist Safety Program.



Academy

The CHP Academy in West Sacramento is the largest law enforcement training facility in California. Cadets complete a 21-week program (women cadets receive an additional week of physical and skills training). The Academy graduates approximately five classes of cadets each year. Since 1987 the department has expanded the size of each class from 50 to ap-

proximately 100 to meet the need for new officers — not only to fill the vacancies produced by retirement, but also to fill 450 new officer positions requested by the governor and authorized by the Legislature during its 1986-1989 sessions. As a result of this expansion, some 500 cadets a year now complete the program and become CHP officers.

The department's efforts at increasing the representation of women and minority group members in its uniformed ranks are reflected in this Academy classroom scene.



New Facilities

Like most large state agencies, the Highway Patrol is continually in need of new or updated facilities to keep pace with growth and expanded responsibilities. Six major structures were completed and opened in 1988: a new headquarters for the Golden Gate Division (transferred from San Francisco to Vallejo); a new home for Northern Division in Redding;

new area office buildings in Oakland, Red Bluff and Garberville; and a new Central Division Air Operations facility in Fresno. In 1989 the department opened new office buildings or facilities in Needles and Susanville and initiated or continued work on facilities in West San Jose, Fresno, Buttonwillow, Grass Valley, Merced, South Lake Tahoe and Truckee.



Dedication of the Area office in Needles took place on Dec. 14, 1989.

The new Golden Gate Division headquarters in Vallejo (top) was dedicated on May 23, 1989. Bunny Lucheta, administrative assistant to state Sen. Barry Keene, cuts the ribbon. Looking on are, from left, Assistant Golden Gate Chief John Farrington, Assistant CHP Commissioner Larry Watkins, Commissioner Hannigan, Deputy Commissioner Helmick, Golden Gate Chief Harry Adair, Ms. Lucheta, Vallejo Vice-Mayor John Moore, Auxiliary Bishop Alphonse Gallego and Richard Harris, aide to Assemblyman Tom Hannigan.



El Protector

El Protector — the Protector — is a public awareness program tailored to carry the message of safety through compliance with California's traffic laws to the Hispanic communities in the state. Roy Huerta, a CHP traffic officer of Hispanic heritage, plays the role of El Protector in public appearances at schools, labor camps and Hispanic gatherings and in public service announcements and personal appearances on Hispanic radio and TV stations.

The program was created with a federal grant from the state's Office of Traffic Safety when traffic statistics for the first six months of 1988 showed 65 percent of the Central Valley's traffic fatalities and 95 percent of the DUI arrests involved Hispanics

— even though Hispanics constitute only 25 percent of the valley's population. El Protector apprises Hispanics of the principles of driver safety, defensive driving, not driving under the influence of

alcohol or other drugs, and general compliance with the state's traffic laws. In 1989 El Protector was expanded from its starting point in the Central Division to six other CHP divisions to address Spanish-speaking residents state-wide.

The Central Division worked with the statewide Office of Public Affairs to develop and distribute six 20-minute videos to Hispanic groups describing in Spanish the differences between the California judicial and traffic systems and those of Mexico. The tapes also provided detailed explanations of the state's DUI and other traffic laws. The materials were developed by Traffic Officer Jorge Chaidez.



Affirmative Action

The role of the Office of Equal Employment Opportunity (OEEO) is to increase the representation on the CHP roster of women, persons with disabilities and minority group members. Among the department's recent accomplishments have been:

- A 25 percent Hispanic intake rate in 1989 — matching the goal set for the department by the State Personnel Board (SPB).
- An intake rate of approxi-

mately 35 percent for women in civilian non-traditional occupations in 1989 — an achievement that garnered the SPB's Recognition of Achievement award.

• Employment in 1989 of 42 persons with disabilities -- three times the department's goal of 14 such hires annually.

• An increase in Hispanic representation in 1989 of almost 1 percent -- more than twice the department's highest rate of increase in any previous year.

• Revitalization of the EEO Advisory Committee, which makes recommendations to the Commissioner for improving the representation and upward movement of minority and underrepresented group members.

In late 1988 the OEEO assumed responsibility for the CHP's statewide recruitment program. In 1989 the office developed and distributed more than \$250,000 worth of videos, posters and other print materials designed to attract women and members of minority groups interested in careers as Highway Patrol traffic officers.

The department developed a recruiting brochure in Spanish to aid in the quest for more CHP members from Hispanic communities.



Medal of Valor

Traffic Officers **Paul Fernandez, Grant Clemens** and **Joe Rojas** received the state's Medal of Valor in 1989. The award is bestowed on employees of the state for extraordinary or heroic actions in the line of duty.

On Jan. 28, 1988, Fernandez struggled with, disarmed and handcuffed a suspected car thief in Modesto who had fled from police to avoid arrest — in the process hitting four other parked vehicles without stopping. The suspect subsequently abandoned his vehicle, seized a woman and held her behind a hotel counter, pointing a gun at her head and yelling at police to back off until Fernandez and two other officers jumped over the counter and subdued the suspect.

On Dec. 9, 1987, Clemens pulled to safety a man trapped in a burning vehicle on the Santa Clara River Bridge near Ventura. The vehicle was one of two fully engulfed in flames when Clemens reached the scene. He initially tried to enter through

one of the doors, then broke the rear window with his baton and pulled the man to

vehicle involved in a five-car collision in the Baldwin Park area. Gasoline spilled from



On May 24, 1989, Gov. George Deukmejian awarded the state's Medal of Valor to Traffic Officers (from left) Paul Fernandez, Joe Rojas, Governor Deukmejian and Grant Clemens in recognition of their courageous actions.

safety — seconds before the car's interior was engulfed in flames. Clemens sustained first- and second-degree burns during the rescue.

On Oct. 11, 1987, Rojas saved a woman trapped in the back seat of a burning

the tank of one of the vehicles was already burning when Rojas reached the scene. He used his fire extinguisher to get through dense smoke and flames and pulled the woman to safety just before the car was a conflagration.

Commissioner's Unit Citations

Commissioner's unit citations are awarded to Highway Patrol units, sections and area offices on the basis of outstanding safety records and other performance criteria. In 1989 these awards were bestowed on two area offices, one helicopter unit and one headquarters section.

- The Auburn Area office received a unit citation for its record of driving 2,175,389 miles between Feb. 25,

1986, and June 30, 1989, without a recordable accident.

- The Bishop Area office received a unit citation for achieving 1,884,369 miles of travel without a recordable accident between July 28, 1986, and July 25, 1989.

- The Valley Division Helicopter Unit was awarded a unit citation for its exceptional performance in providing emergency medical services between January 1986 and June 1988. During

that period the unit made 482 medical transports -- 65 percent of which were traffic related -- that resulted in 249 lives saved.

- The department's Air Operations Section received a unit citation in recognition of a dramatic statewide improvement in the air operations safety record in 1988 and for the section's exceptional staff support, assistance and management.

Commissioner Maury Hannigan presents a unit citation plaque to Sgt. Bill Walker of the Auburn Area office in recognition of the office's 2.2 million miles of accident-free travel.



In Memoriam

Miscellany

The campaign hat. This flat-brim hat was introduced on an experimental basis as an alternative to the bus driver-style hat that has been a standard part of the CHP uniform for several years. The popularity of the new model prompted Commissioner Hannigan to extend the trial period into 1990.

Longer hours. For 13 weeks at the end of 1989 76 of the department's 98 area offices kept their doors open one to two hours longer Monday through Friday to make the agency more accessible to California motorists. In addition, nine area offices and one division office were open Saturdays from 9 a.m. to 1 p.m. The extended hours

The new campaign hat comes in two versions: a straw model (left) for summer wear and a felt model for the winter.

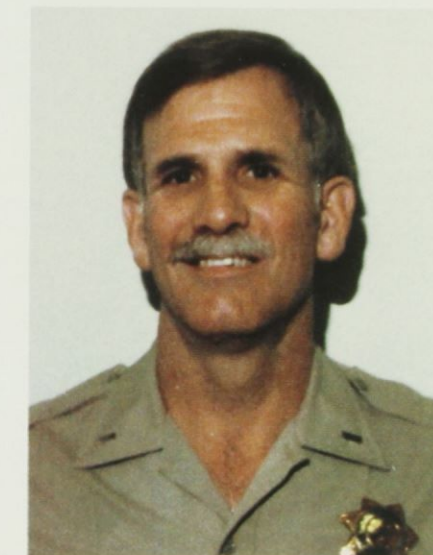
program is to be evaluated on the basis of both public and department personnel responses.

New weapons. During 1989 the department studied the feasibility of replacing the standard issue Smith & Wesson .38 revolver with a 9 or 10 millimeter semiautomatic pistol.

In spring the department issued mini-14 semiautomatic rifles for use by officers on patrol in more remote regions of the state.

The mini-14, a smaller, lighter version of the military's M-14 rifle, is intended to provide more fire power against drug dealers and other heavily armed outlaws.

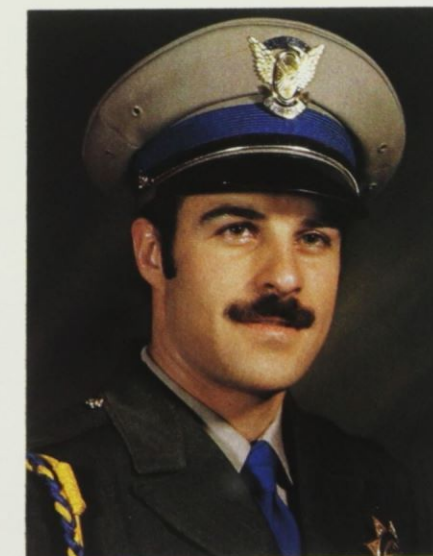
Explorer Scouts. In 1989 the department laid the groundwork for a program to expose Explorer Scouts over 15 to the life of the CHP. The scouts will be able to observe and participate in patrol operations and activities in and around area offices and even to take courses in a mini-Academy program.



Lt. John Helmick
(1946-1989)

The Highway Patrol lost two of its members in 1989 as a consequence of on-duty incidents.

On Feb. 27, 1989, Lt. **John Helmick**, ID number 6960, was killed when his car struck a Caltrans truck parked on the shoulder of I-5 south of Red Bluff, where Helmick was commander of the area office. He was en route to Chico to address a civic organization.



STO Hugo Olazar
(1954-1989)

On Sept. 3, 1989, Traffic Officer **Hugo Olazar**, ID number 10371, was killed when his patrol unit was struck by a drunk driver and burst into flames. Olazar and his partner were parked on the shoulder of I-280 in San Francisco making an enforcement stop. His partner was able to get out before the unit was consumed by flames and made every effort to rescue Olazar, who had been knocked unconscious by the initial impact, but the fire quickly made rescue impossible.

Statistics

Budget for fiscal 1989-90		Accidents*	202,600
Personal services	\$428,310,000	Fatal accidents	3,700
Other expenses		Injury accidents	76,900
Communications	\$19,038,000	Property damage only	116,000
Facilities operations	8,666,000	TOTAL	
Central administrative services	15,070,000	Fatalities	5,200
Equipment	30,404,000	Injuries	122,000
Motor vehicles	16,597,000	Registered Vehicles*	
Aircraft	3,797,000	Automobiles	17,340,128
Miscellaneous	20,787,000	Commercial (trucks etc.)	5,604,390
TOTAL	\$542,669,000	Motorcycles	646,327
		TOTAL	25,982,316
People		Licensed Drivers*	
Uniformed		Class A	426,056
Traffic Officers	5,149	Class B	217,657
Sergeants	615	Class C	19,228,557
Other	422	Class D	8,582
Nonuniformed	2,588	TOTAL	19,880,852
TOTAL	8,774		
Enforcement Vehicles			
Black and Whites	2,098		
Motorcycles	370		
Aircraft	22		
TOTAL	2,490		
CHP Arrests and Citations*			
DUI	138,187		
Speeding (total)	1,178,571		
Over 55 and 65 mph	1,062,989		
Felony Arrests	15,261		
Other	834,613		
TOTAL	3,214,360		

*Provisional; official state statistics not yet available.

Specially marked patrol car. See article on page 31.



California Highway Patrol PERSPECTIVES '89

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